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Agriculture,
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The Times-Dispatch

INDUSTRIAL SECTION

Financial,
Manufacturing,
Real Estate.

THE DISPATCH FOUNDED 1850.
THE TIMES FOUNDED 1852.

RICHMOND, VA., SUNDAY, JUNE 11, 1911.

PRICE FIVE CENTS.

BIG BUSINESS IS ALL OVER VIRGINIA

Varied Industries Here,
There and Every-
Where.

HONEST BLOWING
HELPS THE CAUSE

Richmonders and Virginians
Should Know the Facts and
Then Talk Them Out Any-
where and Everywhere.
Virginia Can Grow and
Make All Things.

BY FRANK S. WOODSON,
Industrial Editor.

I had a letter a week or more ago from a man living right here in the heart of Richmond who innocently enough asked me if there were any cotton factories in Virginia or North Carolina or South Carolina, and that question was asked right on the heels of the annual meeting of the National Cotton Manufacturers' Association held in this city and, incidentally, reported every day in all of the papers. I answered the question, giving my correspondent a casual glimpse of the millions upon millions of dollars invested in cotton manufacturing in the three States named. I mentioned this experience just to show that some of our folks do not know what is going on in an industrial way in the South.

Not long ago the Young Women's Christian Association of Richmond organized a "Know Your City Club," and the association, or club, sent out some agents to find out things about the city. It may be well to enlarge this city society of association or club to a "Know the South" or "Know Virginia Society."

A Great Source of Information.
But maybe the Industrial Section is just that kind of a society within itself. It has often been said that half the folks in this world are ignorant of what the other half are doing. It may be that half of Virginia is ignorant of what is going on in industrial ways in the old State. The Industrial Section has been trying for five years past to get the two halves properly informed. In fact, the Industrial Section was born for just this kind of work, and it flatters itself that it has done some fairly good work along this line, and it may be that my friend who so innocently asked about cotton manufacturing is to be blamed only for not reading the Industrial Section.

Just by way of illustration, and to show this curious sort of ignorance about the great things that Virginia can do and is doing. The other day I was on a train on one of the leading railroads, and when the train was approaching a stop the brakeman called out the name of the station, and said, "Change cars for the sulphur mines." A man, a Virginian, too, looked at me in utter astonishment and asked, "Are there any sulphur mines in Virginia?" And he did not know that here, within forty miles of the capital city in Louisa county, a plant that cost something like \$1,000,000 is working day and night and making big dividends for the stockholders, getting out pyrites and sulphur from the earth. These sulphur mines employ a very large number of men, and their shipping account, made out weekly by the Chesapeake and Ohio Railway agents, is something enormous.

Silk-Making and Gold Mining.
Possibly the man who asked me by mail if there were any cotton factories in Virginia was surprised when I told him how many million dollars are invested at Danville and Petersburg and elsewhere in the State in cotton manufacturing. But that astonishment will be dropped and the bucket compared to his surprise when he reads the Industrial Section hereafter that there is much money invested in Virginia in silk manufacturing, and that in the old town of Petersburg one of the country's largest silk mills in the whole country is located, a mill that employs several hundred people.

Now shy off from Fredericksburg a little ways and look down in Fluvanna county. There one will find that a very large amount of money has been invested in gold mining. Not less than a half a dozen gold mines are being worked in that county and in the neighboring county of Goochland. Just how well they are paying I do not know, but I am sure the folks who are digging the yellow stuff out of the ground down there would not stick to the business very long if they were not making profits.

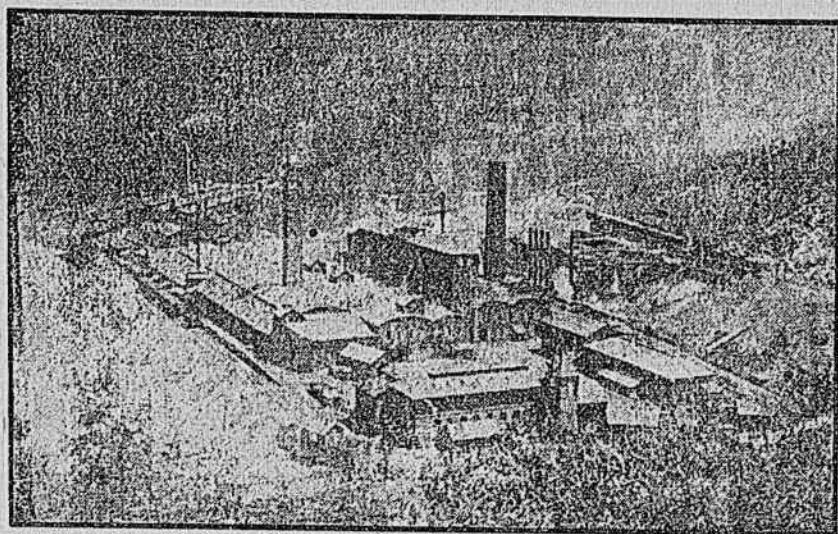
Other Big Things at Pay.
In Virginia are quite numerous, the largest of which, I believe, is located in Norfolk. A good deal of money is there invested in the business, and it must pay or the investors would not stick to it and keep on spending money in the plant.

Now take a long jump, all the way from Norfolk over to Smyth county, in the southwestern section of Virginia, and you will find that the great alkali works at Saltville that do an immense business and employ a very large number of men.

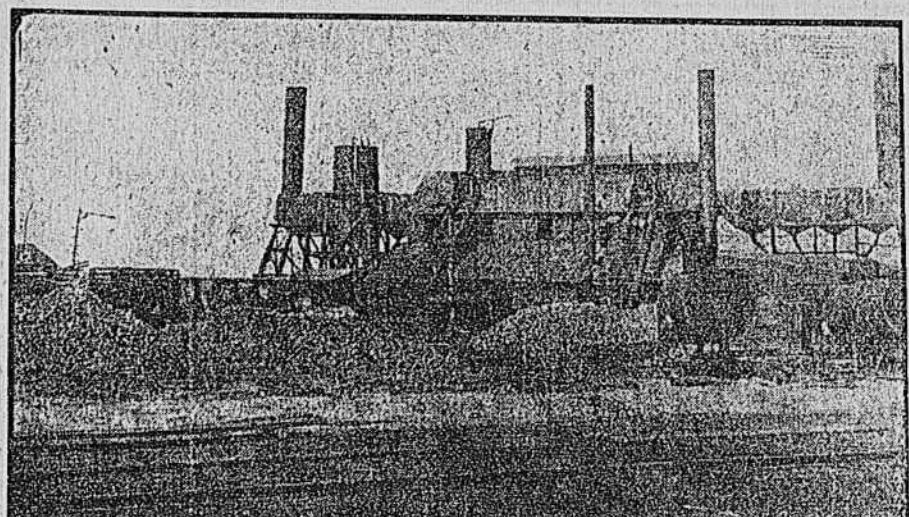
Right Here at Home.
Then here in Richmond there are enormous industries that are making the State and the world famous along industrial lines, and there are people right here, too, who do not seem to know much about them, and therefore do not talk and blow about them. For instance, the biggest blotting paper mill in the world is in Richmond, but it does not tell home folks about it; the biggest flavoring extract factory in the world is right here in Richmond; the biggest factory in the United States for the making of churns, ice cream freezers and tubs, and other things along that line is located in Richmond; the biggest baking powder plant in the country is in Richmond. The only automobile factory in the South is in Richmond, and another is close by in Richmond, and the second largest is in Richmond; the only steam locomotive factory in the South is in Richmond; the biggest wholesaler

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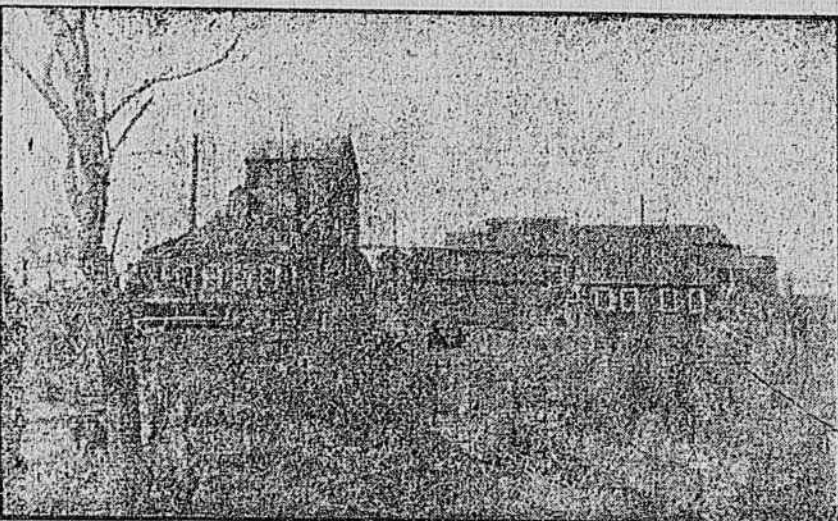
ALL OVER DEAR OLD VIRGINIA



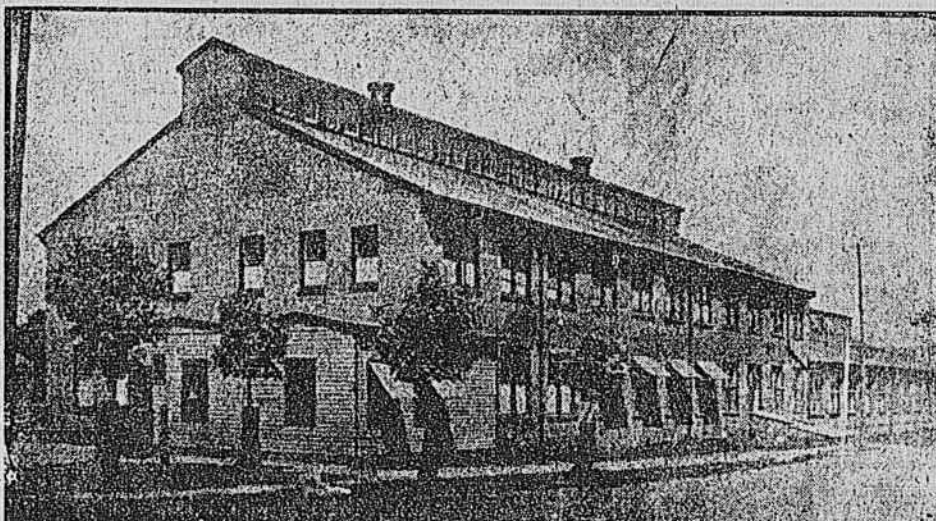
ALKALI WORKS IN SOUTHWEST VIRGINIA.



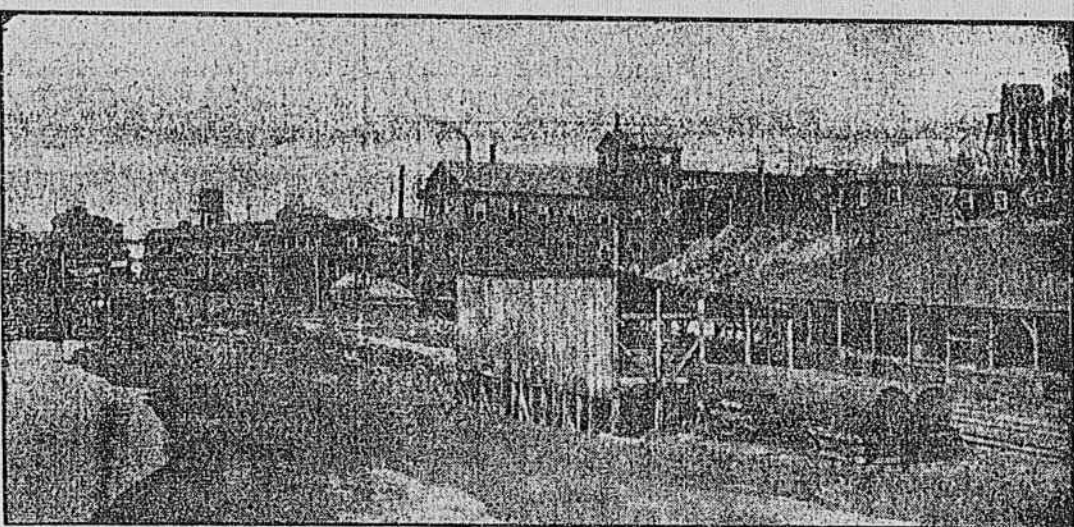
COPPER SMELTING WORKS IN EASTERN VIRGINIA.



GOLD MINING WORKS IN CENTRAL VIRGINIA.



SILK MAKING MILLS IN VIRGINIA.



SULPHUR MINING WORKS IN VIRGINIA.

VIEWS AND NEAR VIEWS, HINTS AND SUGGESTIONS

Osler's Doctrine Repudiated--Hints to Richmond
by a Sojourner in the West--Fruit Lands
and Fruit Lands--Dynamite May Take
Place of the Plow--Other Hints
and Thoughts.

BY FRANK S. WOODSON,
Industrial Editor.

Clifton Heim, aged eighty-two, living out in Illinois, is a man who ridicules the Osler doctrine, and he has a right to. Last week the three-year-old granddaughter of Mr. Heim fell in a river running close by the old home. The old man snatched off his coat and jumped into the river and saved the little girl from drowning. He and the little girl think old folks are worth something in a way, and they are right. Down here in Virginia there are just scores of old fellows who are doing valiant service long after passing the Osler limit. A Fluvanna county farmer told me not long ago that at the age of sixty-nine he was just beginning to learn how to farm in good shape, and he is taking lessons from Sandy and the other farm demonstrators. Up where Osler lives there may be an early age limit, but down here in Old Virginia we know no age limit. Good work, and a lot of it goes right along up to the day before the funeral, even if that day hits the eighty or the ninety-year mark in the matter of age.

Hints That Are Hints.

A Richmonder sojourning temporarily in St. Louis sends me a most interesting booklet containing the report of an organization in that city known as the "City Plan Association." From the booklet I learn that the purpose of the association is to make a limited number of public-spirited citizens willing to devote some of their time and means to the present and future development of the city of St. Louis; to meet and discuss from time to time the methods by which may be secured the most advantageous development of the present and future city of St. Louis; to consider, and, with the most efficient aid obtainable, determine upon and publish a plan or plans by which needed improvements in the present city may be secured as well as to suggest the best lines upon which the future city may be developed, such plan or plans to include a

scheme of highways, drainage, light, heat and water supply, and a permanent location of transportation facilities as well as residence and business districts, to the end that the hazardous location of these districts, which are necessarily ephemeral, and the frequent change in which occasions a constant, but needless, drain upon the entire community, may be, so far as possible, avoided, and to encourage, by all legitimate methods, the adoption of a proper plan or plans by the governmental authorities.

At present, as appears from the booklet, the association is wrestling with two questions: segregating the colored people and making more parks and park ways in the city and beyond. This Richmonder, temporarily sojourning in St. Louis, seems to have become enthused over the good work of this association and he writes me that he wants to see a similar association in Richmond, and he seems to think that "Views and Near Views" can put the plan on foot overnight. He writes: "Fire away and advocate an association like this in Richmond. Advocate and fight for a broad parkway with a macadamized road on each side all the way from Richmond to Petersburg on the one side and all the way from Richmond to Fredericksburg on the other, and urge the making of a chain of parks within the city to connect with the splendid Capital Square."

Then, taking up another subject, he shows how St. Louis is colonizing the colored race on Missouri and Illinois, and even Iowa and Minnesota farms, and reserving tobacco factory and other things that can be done in Richmond right away and would be a good thing. It is a real enthusiastic letter this one, but when we come to count the cost of the parks and things it may be admitted that he makes a mighty big proposition, one that is perhaps a little too big for Richmond

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NEW INDUSTRIES OF THE PAST WEEK

Many Enterprises Organized in
Various Sections of
South.

[Special to The Times-Dispatch.]
Baltimore, June 10.—Many industrial enterprises were organized in the South during the past week as reported by the Manufacturers' Record. Some of the more important ones may be briefly summarized, as follows:

Deere & Company, Moline, Ill., controlling various plants for manufacturing agricultural implements, will develop their extensive timber properties in Arkansas and have contracted for construction and equipment of \$75,000 plant at Malvern, Ark.; plant will include sawmill with daily capacity of 40,000 and dimension mill with daily capacity of 30,000 feet of lumber, mainly hickory, for wagon and plow material.

W. M. Cady Lumber Company, Glenmore, La., will incorporate with \$200,000 capital stock and build sawmill, costing \$75,000, for daily capacity of 100,000 feet of lumber; 10,000 acres of yellow pine timber land will be developed.

Southern Railway Company, Washington, D. C., purchased 600 by 7,000 foot tract of land at Macon, Ga., and will improve for terminal; plans include constructing out-bound freight house, enlarging in-bound freight house, building cotton platform, etc.; unconfirmed reports state about \$500,000 will be expended.

Maryland Coal Company, Wandell, W. Va., was chartered with \$2,000,000 capital stock to develop coal properties. Lamb Manufacturing Co., cotton cleaning corporation, Dallas, Tex., was chartered with \$500,000 authorized capital stock to build plant for manufacturing seed cotton cleaners, crusher and separators, leaf extractors, etc. Cherokee Chemical Company, Rome, Ga., recently incorporated with \$250,000 capital stock, has organized and

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ROAD IMPROVEMENTS ARE NOT MAINTAINED

Leonard Tufts, of Capital Highway Association,
Tells of Conditions Between Pinehurst
and Richmond.

Leonard Tufts, president of the Capital Highway Association, recently made a trip from Pinehurst, N. C., to Richmond, a distance of 273 miles. Mr. Tufts, in a letter to The Times-Dispatch, describes the condition of the various roads over which he traveled, and gives information valuable to those who contemplate a tour, either from North Carolina to Richmond or from Richmond to North Carolina.

In summing up, Mr. Tufts shows that of the 273 miles, 200 miles of this road is in good condition, and of the seventy-three miles of bad road only one-third is in Virginia and two-thirds North Carolina. He calls attention to the fact that much of the road which has been improved has not been kept up, and is rapidly returning to its first condition. Mr. Tufts's letter follows:

Meredith, N. H., June 3, 1911.
Managing Editor The Times-Dispatch:—You might be interested in a report of my recent trip from Pinehurst as far as Richmond. I will give you roughly the conditions of the roads from Pinehurst as far as Richmond. From Pinehurst to the first seventeen miles of the road is good, the next four miles to Cameron the road is deteriorated, as it has had little attention. From Cameron to Lemon Springs, N. C., a distance of six miles, the road is as deep as ever. From Lemon Springs to Jonesboro, six miles, there has been some improvement. Jonesboro township, however, is to sell its road bonds this month, and will then put its part of this in first-class shape. The people of Jonesboro and Lemon Springs have promised to improve the section. This, however, will be much slower work. The road from Jonesboro to Sanford is in fair shape, although it needs repairing. This covers the first thirty-five and a half miles.

From Sanford to Lockville (thirteen miles) there has been little or nothing done on the roads in the last six months, and, in fact, I think they have deteriorated. This is the easiest section to build good roads in that I know of, as most of it is the distance the upper six or eight inches is gravel, but the road is almost impassable in sections where this gravel has been worn through and the ruts and holes seemed almost bottomless.

From here on to Bonaal (nine miles), through Monrovia and Harland, the roads have been improved slightly, but there is much left to be desired. If, however, they keep on they will get out of the mud in time. From Bonaal to Apex (nine miles) the Wake county people did considerable work a year or two ago, but unless they spend more money on its upkeep, it will soon go to pieces, and it is pretty rough now. The road from Apex to Cary (seven miles) is good, and the road from here to Raleigh (eight miles) is fair, but it, too, needs a good deal of attention. Unfortunately I was unable to go to Durham and Oxford, but I am told this is much improved, and Durham roads, as we all know, are always good.

The road from Raleigh to a mile beyond Falls (thirteen miles) is passable, but it is badly in need of repair. There is a stretch of five miles of good road to the county line. The next four miles is very bad, and although it was only four miles, I felt as though it was forty. This is in Youngsville township, and they recently voted for bonds, so the road will soon be as fine as Franklin township roads, which you strike after this.

The next nine miles through Franklin to (I think) the best road that I know of anywhere. S. C. Vaan

is the prime mover among the citizens of the town, and W. S. Falls was the engineer who laid out the roads through this section, which is very hilly, any yet the grades are perfect. He followed the contours and took advantage of all the natural conditions and materials of the country, and he has not made the many ugly and expensive cuts and fills that are so common. James Mulligan had the supervision of the building, as I understand it, and he certainly knows how to build roads. Mr. Vann's son told me that the roads cost less than \$360 a mile. We should all take off our hats to Messrs. Vann, Falls and Mulligan.

Starting from the Tar River you go into Vance county, and there the roads are not bad, they are far from good, but are slowly being improved. The road passes through Kirell and on to Henderson, about twelve miles. Mr. Cooper, of Henderson, tells me the county roads will be much improved before this winter. From Henderson, through Warrenton for the next twenty-four miles, the roads are not good, and unless they receive attention pretty soon they will be bad. We got little pleasure out of it, but perhaps the roads are better than I have given them credit for. For the next eleven miles, however, through Macon and Laughan to Littleton, the roads are bad, and it seems to me they are getting worse. There was a mile with a light car ahead of us, whose tracks we watched with a great deal of interest. We counted where he had gone into the ditch sixteen times, and then we quit. We were fortunate in only going in four times.

From Littleton towards Roanoke Rapids (eighteen miles) the roads have had some work done on them, and around Roanoke Rapids they are fairly good, but, as I said before, the rain left them so wet that perhaps they are better than I have given them credit for. After we crossed the river, we went on towards Barley, and found that the roads had received some attention up to the Virginia State line (seven miles). There are a good many holes and ruts which I am told will soon be repaired. From there to Barley (three miles) the roads are thoroughly bad. Isaac Rainey, of Barley, told us that they will be put in the shape within the next few months, however. When you come to Barley you strike the kind of roads you dream about, and your motor picks up its head, arches its neck and goes down the road like a two-year-old. I cannot imagine anything finer than the sixteen miles of road between Barley and Emporia. It is sixteen miles of gliding. Three cheers for Greensville county and their Board, Messrs. Cato, Rainey and Murfee. The country is flatter, and therefore there wasn't the engineering difficulty here that there was in Franklin township, N. C., but these people haven't only built good roads, but they are keeping them up. They have not completed their road through here to Jarratt, although I may have gone the wrong way. But after the first three miles, there are three miles of bad road in this county.

From the Sussex county line through Jarratt to Loco, nine miles, is a good road, but, of the way. J. M. Tyus, of Loco, who has had the supervision of this district for some time, has done more in the last two years with the limited money at hand than any man has done on the capital highway in my opinion, between Richmond and Augusta, Ga. He only has

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REAL ESTATE AND BUILDING NEWS

A Week That Was Not
Particularly Active and
the Facts About It.

BUSY RENTERS;
SUBURBAN FOLKS

Many Big Deals on the String,
but Hot Weather and Other
Things Make Market a Little
Dull—The Talk of The
Agents Interesting
to All.

At this season of the year there is a great diversity of opinion as to the actual condition of the real estate business. There are agents and agents, don't you know. Some of them pull down the blinds, so far as selling and buying are concerned when the rental season opens, and for a month or two following confine themselves strictly to the rental business. There are others who pull down the blinds on general principles as soon as the heated term opens, assuming, according to the old rule, that all investors and all folks with money to invest in real estate will shine out of town with the first coming of the hot sun, and there are yet others who, having done a good business in the cooler months, take a little holiday of their own as soon as the hot weather comes. The hot weather has come all right, and the last named class of real estate fellows are now in the mountains—some of them are; others are on the seashore. There is yet another class, the boys who can neither go to the seashore or to the mountains, and must stay at home to try to make commissions and make both ends meet when they have to meet big bills and notes and things at the end of each succeeding month.

What They Say.
That is bulky. It indicates that all of these different kinds of real estate folks, and I do reckon that the most reliable information comes from the very last named, the fellows who have to stay here and light it out, or not.

However, the rental fellows tell me that there has been great activity the past week among the people who rent houses. The demands for something better in the way of improvements in the houses rented were unusually large, and some of the fellows who make these demands back up their judgment in a most substantial way by saying they will buy and build if they can't rent satisfactorily.

That is bulky. It indicates that many renters are getting independent of the fact, getting in shape to buy and build. That is mighty good, but it does not scare the folks who have homes to rent, for right well do they know that there are others in Richmond who are growing, and their money-making is providing homes for themselves and doing away with the rental proposition, but all the same new renters are coming right along and taking up the cottages and the houses and the flats just as fast as the home-builders are vacating them, and all of this is a mighty good thing to say about progressive Richmond; Industrial Richmond, if you please.

Business That Was Done.
The real estate transactions for the past week were slackened off somewhat, but all the same fairly good business was done. Selman Taylor & Co. report the sale of \$55,000 worth of property, much of it being West Broad Street prospective business property. The junior member of this Taylor firm declined to give particulars about his Broad Street sale, but he is a well-known way, but he avowed that he was feeling his fear of his own shadow, the \$55,000 figures were all right, and I have no doubt they are.

This is perhaps the biggest sale of the week, and there were many smaller deals in the air, and if they were added together they might show, quite likely would show, a much larger aggregate. Some really warm-hearted folks of the old regime kind, who are very ardent advocates of big sales, were too suggestively reticent last week. The only explanation I can offer is that they were shy on big sales and did not wish very much to advertise small ones. But all the same there were very many small sales, and these, as usually are much more reliable in the main than some of the weekly offhand reports of big sales in town and out in the suburbs. There are always sales and sales and real estate swaps, and all that kind of thing.

Rumors in the Air.
The rumors and the talk about fancy deals at East Main and Eleventh Streets and East Main and Seventeenth Streets and various other ever get to the public mind, and the public mind is full of them. I am not sure, but I think that the rumors are still in the air, but try as much as ever I could to catch on to some definite particulars for the life of me I could not do it. I guess when the deeds go to record, as sooner or later they must do, if these reported deals ever get to the recording point, I will be able to unfold a tale that may startle somebody, but maybe the unfolding will come too late to help the speculators and the slow-going investors, the slow-going folks who are in the habit of waiting for a dead sure thing before they plank down a single dollar in cash.

The Rock Bottom Facts.
From all the information to be gathered in one way or another I figure out that less than \$200,000 of property changed hands within the city limits during the past week, and the most of the sales that were made were on the small order. Thus, there are some big real estate deals on the string, but as far as they are learned from the records and otherwise these big deals are yet in the air, or yet on the string.

In the suburbs it was different. The agents who handle suburban property are right up to the hilt with their reporting good business. For instance, the Colonial Place people who last Sunday advertised their anniversary, report big sales for the past week. The rain, they say, interfered not a little with their im-

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